

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

February 24, 1999
MAG Office - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Neil Giuliano, Tempe, Chairman	Supervisor Don Stapley, Maricopa County
Mayor Thomas Morales, Avondale	Mayor Wayne Brown, Mesa
Vice Mayor John Hawley for Mayor Dusty Hull, Buckeye	Mayor Edward Lowry, Paradise Valley
* Mayor Hugh Stevens, Carefree	* Mayor John Keegan, Peoria
Mayor Tom Augheron, Cave Creek	Councilmember Doug Lingner for Mayor Skip Rimsza, Phoenix
Mayor Jay Tibshraeny, Chandler	Vice Mayor Wendy Feldman-Kerr for Mayor Mark Schnepf, Queen Creek
Mayor Cel Arias, El Mirage	* President Ivan Makil, Salt River Pima- Maricopa Indian Community
* Mayor Sharon Morgan, Fountain Hills	Mayor Sam Campana, Scottsdale
Mayor Chuck Turner, Gila Bend	* Mayor Joan Shafer, Surprise
* Governor Mary Thomas, Gila River Indian Community	* Mayor Adolfo Gamez, Tolleson
Mayor Cynthia Dunham, Gilbert	Mayor Dallas Gant, Wickenburg
Mayor Elaine Scruggs, Glendale	Mayor Donald J. Needham, Youngtown
Vice Mayor Ken Porter for Mayor Bill Arnold, Goodyear	F. Rockne Arnett, ADOT
Mayor Frances Osuna, Guadalupe	Ron Gawlitta, Citizens Transportation Oversight Committee
Vice Mayor Sandra Reagan for Mayor Colin Barleycorn, Litchfield Park	

*Those members neither present nor represented by proxy.

1. Call to Order

The meeting of the Regional Council was called to order by Chairman Neil Giuliano at 5:00 p.m.

2. Pledge of Allegiance

Chairman Giuliano introduced proxies: Vice Mayor John Hawley for Mayor Dusty Hull from Buckeye, Ron Gawlitta as interim representative for CTOC, Vice Mayor Ken Porter for Mayor Bill Arnold from Goodyear, Vice Mayor Sandra Reagan for Mayor Colin Barleycorn from Litchfield Park, Councilmember Doug Lingner for Mayor Skip Rimsza from Phoenix and Vice Mayor Wendy Feldman-Kerr for Mayor Mark Schnepf from Queen Creek.

Chairman Giuliano presented Supervisor Don Stapley from Maricopa County his certificate as a member of the Regional Council.

Chairman Giuliano read the Resolution of Appreciation and presented the certificate to James Matteson acknowledging his service to the MAG region as Street Transportation Director for the City of Phoenix.

Chairman Giuliano introduced Councilmember Eugene Russell from the Town of Youngtown. Councilmember Russell is the Streets and Alley Commissioner and Civil Defense Director for the Town. Councilmember Russell will serve as proxy for Mayor Needham at future Regional Council meetings.

Chairman Giuliano announced that parking validation is available from MAG staff for the Norwest garage only. He said that the RPTA has generously agreed to provide transit tickets for individuals who use the bus to get to the Regional Council meeting. He stated that tickets are available following the meeting from Ken Driggs of the RPTA.

3. Approval of the January 20, 1999 Meeting Minutes

Mayor Sam Campana moved, Vice Mayor John Hawley seconded, and it was unanimously carried to approve the January 20, 1999 Regional Council and Executive Session meeting minutes.

4. Call to the Audience

Chairman Giuliano noted that we have a timer to assist the public with their presentations, which have a three minute time limit. When two minutes have elapsed, the yellow light will come on notifying the speaker that they have one minute to sum up. He said that at the end of the three minute time period, the red light will come on. Members of the audience who wish to speak fill out a card and give it to the MAG staff who will bring it to the Chairman.

Chairman Giuliano stated that public comment is provided at the beginning of the meeting for non-agenda items and for consent items. After hearing public comments, any member of the committee can request that an item be removed from the consent agenda and considered individually.

He indicated that for the action items on the agenda, public comment will be taken when the item is heard. Public comments are limited to three minutes.

Chairman Giuliano recognized public comment from Tom Augherton, who asked for support in preserving Spur Cross Ranch in the Town of Cave Creek. Mr. Augherton distributed an informational fact sheet regarding the Spur Cross Ranch preserve. He remarked that this is an opportunity to preserve the unique riparian and archaeological aspects of the Ranch. Mr. Augherton expressed thanks to Mayor Sam Campana, Mayor Skip Rimsza, and Mayor Hugh Stevens for their assistance in these efforts. Mr. Augherton stated that solidarity of the region's Mayors is needed and requested that Regional Council members contact their Legislators and express their support for funding of this preserve. Mr. Augherton asked those who have questions or require additional information to please call him. Chairman Giuliano thanked Mr. Augherton for his comments.

Chairman Giuliano recognized public comment from Don Stapley, who stated that establishment of this preserve is very important to the region. He said that the last year-round riparian stream in Maricopa County runs through the Ranch. Mr. Stapley distributed copies of an Arizona Republic editorial published in the February 24, 1999 edition that expressed many positive elements of preserving the Ranch. He remarked that Governor Hull is in support of the purchase of the Ranch and has requested funding from

the Legislature. Mr. Stapley noted that Maricopa County is the only county in the state with no state parks and this is an opportunity to utilize a partnership between the State Parks and the Maricopa County Parks systems. Mr. Stapley stated that he welcomes all calls on this project. Chairman Giuliano thanked Mr. Stapley for his comments.

Chairman Giuliano recognized public comment from Dianne Barker, who stated that multi-modal projects are our future. She expressed thanks for the transit tickets she received from RPTA. Ms. Barker stated that the MAG office locator map included with the agenda does not show bus transit centers. She requested that the centers be added to the map. Ms. Barker called attention to public comments for agenda item #10, Consultation on Processes for the 1999 Conformity Analysis. She said that citizens commented that funding to be proposed for rail could be used for buses instead and that pedestrian and bicycle projects are not receiving adequate funding. She noted that we need to see if we will implement 23 percent of \$100 million of CMAQ funds for bike projects. Commenting on agenda item #17, Summary of Public Comments, she stated that ample public testimony on the TIP and LRTP on transit issues and the MAG freeway was given at the public hearing on February 23, 1999. Ms. Barker stated that people commented on the inadequacies of transit. Chairman Giuliano thanked Ms. Barker for her comments.

Chairman Giuliano recognized public comment from Blue Crowley, who stated that the Town of Wittman will be destroyed this month. The City of Surprise denied incorporation and ADOT said to be out by the end of the month. Mr. Crowley stated that there was more staff than public at the public hearing on February 23, 1999. He commented that it is MAG's job to get the word out, stating that notices do not appear in the MAGAZine or on television. Chairman Giuliano thanked Mr. Crowley for his comments.

5. Executive Director's Report

James M. Bourey stated that a Year 2000 Forum will be held in the near future to discuss various ways the local governments are addressing the upcoming Year 2000 computer issues. He noted that MAG will organize a meeting with member agencies to share and discuss resources for dealing with the situation.

Mr. Bourey stated that the Legislative Luncheon was held on February 1, 1999. He commented that the House remained in session during the luncheon so attendance was hurt. He indicated HB 2181, which proposes to reassign the regional transportation planning to ADOT and establish an urban planning division, was passed by the House 33 to 25. Mr. Bourey noted that the Senate Transportation Subcommittee could hear the bill as early as March 4, 1999. Mr. Bourey indicated that voicing opposition to the bill from the Regional Council members is very important.

Mr. Bourey stated that he testified on February 12, 1999 before a Congressional committee in Washington, DC regarding post census local review issue. Mr. Bourey stated that the two year charter for the Census Advisory Committee, on which he serves, expires at the end of February. The Committee's recommendations will be finalized in a report at this time. Mr. Bourey stated that a strategy for the update of the address list is one of the recommendations in the report. Mr. Bourey stated that the Census Bureau is working on how they will proceed on statistical sampling. The Supreme Court ruled that statistical sampling adjustments were not allowed for purposes of Congressional apportionment. However, the Census Bureau issued a plan for a second set of counts to be used for redistricting. He mentioned this issue is not resolved.

Mr. Bourey stated that the Desert Peaks nominations are due by the end of March. He encouraged members to consider nominations for worthy projects.

Mr. Bourey stated that legislation of TEA-21 granted us additional funding. He indicated that we are closely tracking the annual appropriations process, which sets the revenue for highway projects. Mr. Bourey stated this appropriations process is presently proceeding in Washington, DC. He noted that revenue from gas taxes nationwide is more than \$1.5 billion over the FY 1999 estimate. Mr. Bourey commented that the State and MAG could receive additional funding next year.

6. Approval of Consent Agenda

Chairman Giuliano stated that agenda items #7A, #7B, #8, #9, #10, #11, #12, #13, and #14 are on the consent agenda.

Chairman Giuliano recognized public comment from Blue Crowley on agenda item #7A, Requested Changes to the 1999 MAG Regional Freeway Program. Mr. Crowley stated that Mr. Long offered to pay for drainage and utilities, and questioned why ADOT and MAG have not listened and now we are spending this extra money. For agenda item #7B, ADOT Tentative Life Cycle Program for Regional Freeway Program, Mr. Crowley commented that he did not receive a copy of the report. He stated that the copies are supposed to be supplied to the public. Public agencies receive them free of charge, but not the public. He commented that rail on Grand Avenue and buses are not addressed in the document. Mr. Crowley stated that the 1992 transit plan gave satellite communities consideration. He said bus and rail should be separate issues. Chairman Giuliano thanked Mr. Crowley for his comments and asked if Regional Council members had any comments or questions.

Mayor Chuck Turner moved, Mayor Cynthia Dunham seconded, and it was unanimously carried to approve consent agenda items #7A, #7B, #8, #9, #10, #11, #12, #13, and #14.

7A. Requested Changes to the 1999 MAG Regional Freeway Program

The Regional Council, by consent, approved the requested changes to the 1999 MAG Regional Freeway Program. ADOT has requested six changes to the FY 1999 MAG Regional Freeway Program. These changes are related to the annual update of costs for the freeway program. Updated costs for the remainder of the program are provided in the ADOT Tentative Life Cycle Program and Long Range Plan for the MAG Regional Freeway Program. The first two requests are for Aqua Fria Corridor projects. The construction costs for the Encanto Boulevard to Camelback section have been increased by \$2.468 million to incorporate unit cost changes and added drainage improvements. The second request is to create a Utility Construction project for the same segment to provide \$6.82 million to ensure that SRP water delivery systems function. The next two projects are in the Santan Corridor and involve the construction of the necessary drainage systems and the relocation of utilities. The cost change to the program is \$2.721 million and \$4.0 million, respectively. The fifth request is for additional \$1.0 million of funding for utility construction in the Pima Corridor. The last request is to increase the funds for design change orders by \$750,000 to a total of \$3.25 million. According to ADOT, the added money is needed due to additional environmental documentation and roadway design. MAG recommends that the requested changes be approved. All of the requested changes have been incorporated in the cash flow analysis for the MAG Regional Freeway Program. The Management Committee recommended approval of the requested changes.

7B. ADOT Tentative Life Cycle Program for Regional Freeway Program

The Regional Council, by consent, accepted the ADOT 2000-2006 Tentative Life Cycle Program and Long Range Plan for the MAG Freeway System for public review and comment. Each year, the Arizona Department of Transportation prepares the Tentative Life Cycle Program for the MAG Freeway Program and releases it for public review and comment. The Program provides the detailed plan for the design and construction of the MAG Freeway Plan for the period 2000 through 2006 given available resources. In addition, ADOT prepares the Long Range Plan which includes MAG Regional Freeway Projects after 2006. Both the Tentative Life Cycle Program and the Long Range Plan incorporate revised revenue and cost information and engineering adjustments to project scopes and schedules to reflect the latest information. Both the Tentative Life Cycle Program and Long Range Plan incorporate MAG adopted priorities. The Management Committee recommended acceptance of the Tentative Life Cycle Program and Long Range Plan for the MAG Freeway System for public review and comment.

8. City of Phoenix Proposal to Accelerate the West Half of the Traffic Interchange at the Junction of I-10, Santan and South Mountain Corridors

The Regional Council, by consent, approved the Phoenix proposal to advance the completion of the west half of the Traffic Interchange at the Junction of I-10, Santan and South Mountain Corridors to June 2001 contingent upon a finding of conformity. The City of Phoenix proposes to advance the completion of the west half of the Traffic Interchange at the Junction of I-10, Santan and South Mountain Corridors to June 2001. This project is scheduled to be completed in December of 2005 under the current program. The proposed plan to complete the MAG Regional Freeway System by 2007 (2007 Plan), shows that the project would be completed by December of 2004. Under this proposal, Phoenix would lend the Program the necessary funds to advance right of way, design and construction to meet the June 2001 completion date. Phoenix would pay a portion of the interest expense of the GAN based on the MAG Loan Policy and Guidelines. MAG has reviewed the proposal and compared it with the adopted MAG Loan Policy and Guidelines and find the proposal in conformance with the adopted guidelines. The Management Committee recommended approval of the proposal.

9. City of Mesa Proposal to Accelerate the Gilbert Road to Higley Road Segment of the Red Mountain Freeway

The Regional Council, by consent, approved the Mesa proposal to advance the completion of the Red Mountain Freeway from Gilbert Road to Higley Road to May 2003 contingent upon a finding of conformity. The City of Mesa proposes to advance the completion of the Gilbert Road to Higley segment of the Red Mountain Freeway to May 2003. This project is scheduled to be completed in May of 2005 under the current program (Current Plan). The proposed plan to complete the MAG Regional Freeway System by 2007 (2007 Plan), shows that the project would be completed by May of 2004. With the current plan, Mesa would lend the Program the necessary funds to advance right-of-way, design and construction by 24 months to meet the May 2003 completion date. MAG has reviewed the proposal and compared it with the adopted Loan Policy and Guidelines and find the proposal in conformance with the adopted guidelines. The Management Committee recommended approval of the Mesa proposal.

10. Consultation on Processes for the 1999 Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state and local air quality and transportation agencies on processes proposed for the conformity analysis on the transportation program

and plan. These processes include: the selection of modeling methods, the identification of exempt projects, ensuring the expeditious implementation of transportation control measures, and the identification of projects which require PM₁₀ hotspot analysis. MAG is therefore distributing for comment the proposed processes to be applied in the upcoming conformity analysis of the MAG Fiscal Year 2000-2004 Transportation Improvement Program (TIP) and the MAG Long Range Transportation Plan Summary and 1999 Update (LRTP). Comments are due February 24, 1999.

11. Small Plant Review and Approval Process for the Proposed Wickenburg School District Wetland

The Regional Council, by consent, approved the proposed Wickenburg School District Wetland as part of the MAG 208 Water Quality Management Plan. Maricopa County has requested that MAG review the proposed wastewater treatment facility for the Wickenburg School District through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The Small Plant Process is designed to allow new wastewater reclamation plants which are two million gallons per day or less in capacity to be reviewed and approved as part of the 208 Plan. The capacity of the proposed constructed wetlands is 0.0166 million gallon per day (mgd). The facility is within three miles of the Town of Wickenburg and the Town has indicated that they do not object to the proposed facility. However, the Town indicated that if the property is annexed into the corporate limits, the Wickenburg Unified High School District would be responsible for any cost to connect the school to the Town sewer system should the wetland treatment method fail or otherwise be problematic. On January 19, 1999, the Water Quality Advisory Committee unanimously recommended approval of the proposed Wickenburg School District Wetland as part of the MAG 208 Water Quality Management Plan. The Management Committee concurred with the recommendation of the Water Quality Advisory Committee.

12. Draft MAG 208 Water Quality Management Plan Amendment for the City of Phoenix Cave Creek Water Reclamation Facility

The Regional Council, by consent, approved the Draft MAG 208 Water Quality Management Plan Amendment for the City of Phoenix Cave Creek Water Reclamation Plant. The City of Phoenix has requested that MAG amend the 208 Water Quality Management Plan to include an expansion of the existing Cave Creek Water Reclamation Plant and a discharge from the facility to a tributary wash of Cave Creek. The proposed expansion is for an ultimate capacity of 32 million gallons per day at build out (2015). Treated wastewater will be disposed of through reuse for turf irrigation and discharged to the Cave Butte Dam Flood Pool via a tributary wash of Cave Creek. Property of the Flood Control District of Maricopa County is immediately downstream of the proposed pipeline outfall and several issues will require resolution by the City of Phoenix. At this time, the District has no objection to the conceptual design of the pipeline discharge. On January 6, 1999, the Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment. There were no public comments provided on this facility. On January 19, 1999, the MAG Water Quality Advisory Committee unanimously recommended approval of the facility. The Management Committee concurred with the recommendation of the Water Quality Advisory Committee.

13. Financial Management Software Selection

The Regional Council, by consent, approved the selection of the financial management software Protrax, through CreativeWare Inc., for an amount not to exceed \$35,000. In May 1998, the Regional Council approved the FY 1999 Unified Planning Work Program which included acquiring and implementing a financial management software package at an estimated cost of \$35,000. Over the past six months, the

MAG staff has conducted a search and reviewed several financial management software packages. The process involved a survey of 32 councils of governments and a Request For Information (RFI) to 53 software vendors. In addition, feedback was received from more than 60 council of governments finance directors on the software used by these agencies. Two separate Requests For Proposals (RFP) were issued. A software review committee consisting of representatives of MAG staff, and representatives of the Pima Association of Governments and the Regional Public Transportation Authority participated in evaluating the vendor demonstrations. MAG is recommending the purchase of Protrax software, developed by Axium Corporation, through CreativeWare Inc., for an amount not to exceed \$35,000. The Management Committee concurred with the staff recommendation.

14. Recommendation to Support Uniformity in the Adoption of Uniform Building Codes

The Regional Council, by consent, approved support of the uniformity in building codes by adopting the Uniform Building Code, 1997 Edition Volumes I, II and III, the ICBO Uniform Mechanical Code 1997 edition, and the National Electric Code, 1996, with a target date for adoption by July 1, 1999. The MAG Building Codes Committee was established in 1968 to encourage and promote uniformity in the interpretation and enforcement of building, mechanical, plumbing and electrical codes adopted by its members. On November 18, 1998, the MAG Building Codes Committee recommended adopting the 1997 Uniform Building Code, the 1997 ICBO Mechanical Code, and the 1996 National Electrical Code. At a December 15, 1998 MAG Valley Building Codes Stakeholders Meeting, elected officials and building industry representatives emphasized the need for their input in the development of uniform building codes. On December 16, 1998, the MAG Building Codes Committee recommended that member agencies set July 1, 1999 as a target for adopting the 1997 Uniform Building Code, 1997 ICBO Uniform Mechanical Code, and the 1996 NEC Amendments Building Codes. The Management Committee concurred with this recommendation. In January, the Regional Council discussed this issue and directed that it be placed on the February agenda for consideration.

15. Valley Vision 2025 Update

Mr. Bourey noted that Valley Vision 2025 is a very important effort. He remarked that a strategic planning meeting is scheduled to work on some process redesign. He stated that the nine subcommittees are focusing their efforts on completion of their first draft reports, due on March 31. Mr. Bourey indicated that there is some concern about the resources available to complete the effort. Mr. Bourey stated that the collaboratives from some communities have been more successful than others in reaching broader areas of the public. Mr. Bourey stated that a strategic planning session was attended by the co-chairs, the public communications subcommittee, and a representative of the budget and finance subcommittee. Important process redesign steps will be presented to the Regional Council at their next meeting.

16. MAG Fiscal Analysis Unit Annual Report

Eric Anderson stated that each year, MAG produces a report that reviews the MAG Freeway Program. The Annual Report is required by a state law passed in 1992. Its purpose is to address the fiscal status of the regional freeway system, report on progress made over the past year, and identify major issues or concerns. Since the first issuance of the Annual Report in 1992, the Regional Freeway System, as reported in the Arizona Department of Transportation Life Cycle Program, has been in balance with

available revenues and construction schedules have been met. Mr. Anderson stated that the document is divided into four major sections.

Mr. Anderson gave an overview of Section 2, Roles and Responsibilities. He said that MAG, ADOT, the State Transportation Board and CTOC all share responsibility for the freeway program. MAG is responsible for adopting criteria for priorities, setting priorities for freeway segments, adopting the TIP and LRTP, determining Air Quality, approving material changes, reporting annually on freeway status, and facilitating public information and discussion.

Mr. Anderson stated that in Section 3, Significant Events of 1998 are summarized. These significant events include the Regional Council adoption of the material change policy, analysis of the fair share transportation funding, and the Regional Council approval of the program changes to the freeway system.

Mr. Anderson stated that Section 4, Fiscal Analysis, presents a comprehensive analysis of the fiscal status of the MAG Regional Freeway Program. He stated that information in this section includes funding sources, costs incurred to date, allocation of future funding and the cost to complete each corridor, and major findings to improve management and the effectiveness of the Program.

Mr. Anderson reviewed the revenue, financing and cost assumptions for the Regional Freeway Program. Mr. Anderson stated that the Program is in fiscal balance. He then reviewed the major recommendations of the report. These included the recommendation that ADOT treat all of the state highway projects in Maricopa County as one Program, vest the responsibility and authority for the consolidated program with a single point of contact, and develop, in cooperation with MAG, long term estimates of ADOT funding for the MAG region. The report also outlines recommendations to improve the construction cost estimates for the Program by advancing the general plan design work for the remaining segments of the system. Mr. Anderson also stated that the Annual Report recommends that the right-of-way acquisition process be improved to mitigate the impact of rising land values due to development pressures. Mr. Anderson stated that the final recommendation was for ADOT to eliminate the distinction between the Life Cycle Program and the Long Range Plan.

Chairman Giuliano requested that members review the Annual Report with their staff. He asked if there were any comments.

Mayor Morales asked for clarification if the entire Agua Fria Freeway project would be complete by 2001. Mr. Anderson replied that is correct. He indicated that this is a high emphasis project and commended ADOT for the good job.

17. Summary of Public Comments

Chairman Giuliano expressed thanks to Mayor Bill Arnold from Goodyear and Roc Arnett from the State Transportation Board who represented the Regional Council on the public hearing panel and heard citizen comments at the public hearing held on February 23, 1999.

John Farry stated that on February 23, 1999, a public hearing was held on transportation issues, including the Annual Report of the MAG Freeway Program. This hearing was conducted by a panel, represented by members from the MAG Regional Council, the Regional Public Transportation Authority, the State Transportation Board, and the Citizens Transportation Oversight Committee. Mr. Farry presented a

summary of the comments made at the public hearing. He indicated that comments included requests for improvements to the transit system. The disabled community trying to enter the job market as second and third shift workers requested increased service in evening hours in order to facilitate commuting to jobs. A non-profit worker stated that commute times amount to more than the time spent volunteering. Dial-a-Ride improvements and an alternate route for a bypass around South Mountain were also requested. Mr. Farry stated that the Mid-Phase Input Opportunity Report would be sent with next month's agenda packet. Chairman Giuliano asked if there were any questions.

18. Proposed Accelerations and Improvements to the MAG Freeway System and State Highway System

Mr. Bourey stated that MAG and ADOT have been working cooperatively over the past several months on revenue and financing assumptions, right-of-way and construction costs, and proposed improvements to the MAG Freeway and State Highway Systems. He noted that a potential projects map was presented to the Regional Council at the December 9, 1998 meeting. Mr. Bourey stated that it was announced at the Joint Meeting of MAG, PAG, and ADOT on December 17, 1998 that a cooperatively developed agreement had been reached providing the MAG region an additional \$483 million in funding. Mr. Bourey stated that MAG staff has been intensively working with ADOT on a plan to use the money. Mr. Bourey stated that the program financing assumptions and program scheduling assumptions will be explained by Eric Anderson. He remarked that these assumptions are important to successful freeway completion. He indicated that much work remains on finalizing the financing plan, which is a crucial element. Mr. Bourey noted that MAG staff is working with the region's communities to respond to needs presented at the East Valley and West Valley Managers and Mayors meetings. He stated that the plan would be presented at next month's Regional Council meeting. Mr. Bourey remarked that MAG is arranging a joint meeting between the Executive Committee and the State Transportation Board to discuss their respective roles and statewide funding need and alternatives.

Eric Anderson presented the financing options available to accelerate the Regional Freeway System by 2007. He noted that \$200 million could be available from SIB/HELP financing. Mr. Anderson indicated that proposed legislation, SB 1271 proposes creating Board Funding Obligation (BFO) to be issued by the State Transportation Board and purchased by the State Treasury. He noted that this is an investment in Arizona projects and would not cost the State Treasury any money. Mr. Anderson stated that if SB 1271 does not pass, the financing plan would have to be reworked. Mr. Anderson stated that the Governor is supportive of the financing bill. He indicated that \$200 million in Grant Anticipation Notes (GANS), which are short term notes, may be able to be increased to \$250 million. Continued funding from ADOT statewide funds and federal transportation funds, Vehicle License Tax (VLT) initiatives, stable interest rates, and maintenance of project costs within program inflation contingency are options considered in the financing plan.

Mr. Anderson stated that the project delivery system needs to be changed. He said general plans need to be completed to a 15 percent level by 2002 and 30 percent level by 2003. He mentioned that the environmental work on the Red Mountain and the Santan Freeways needs to be completed this year. Mr. Anderson noted that consultant and contractor resources must be available to work on projects. He indicated that the support of major stakeholders, such as cities, the county, utility companies, and federal agencies, is important. Mr. Anderson stated that it is important that no major design changes are made after the 30 percent plans are completed. He indicated that changes after the 30 percent plan could result in delays and large increases in costs. Mr. Anderson presented a table of the proposed project acceleration schedule that shows each project's old completion date, new completion date, and months accelerated.

He presented a regional highway projects 2007 map showing completion dates and a table of the ADOT list of 2007 new construction projects. Chairman Giuliano asked if there were any questions.

Terry Johnson summarized the projects to be completed by 2007. He mentioned that SR 85 would be widened to four lanes between the Gila River and I-10. An extra \$1.4 million is going to the Estrella Freeway to connect to Cotton Lane. Mr. Johnson indicated that Grand Avenue will be improved and a feasibility study for upper Grand Avenue and interchange improvements for lower Grand Avenue are planned. He stated that lanes would be widened and interchanges improved on I-17 and the Superstition. Chairman Giuliano asked if there were any questions.

Mayor Turner stated that he is making an appeal to the Regional Council members to support accelerating improvements to SR 85. Mayor Turner noted that, on average, one fatality occurs every three weeks on the road. With a completion date of 2008-2009, it represents 175 lives lost. He indicated that some of those lives could be saved if the improvements are completed sooner. Mayor Turner stated that, as a paramedic, he has personal contact with many of these fatalities. He stated that many drivers use the route as a bypass around the Phoenix metropolitan area and this has generated more traffic and has increased safety problems.

Mayor Morales stated that he is aware that requests for projects need to be submitted by letter and stated he would briefly outline his requests. Mayor Morales stated that the I-10 interchange at Dysart Road, 107th Avenue, and 115th Avenue need to be improved because of many developments going up in the area. Mayor Morales also remarked that the spur at 99th Avenue should be accelerated. He commented that this is a heavily traveled road and presents major problems.

Roc Arnett stated that the acceleration of the completion of the freeway system is an exciting concept and a great investment in Arizona. Mr. Arnett commented that the State Treasury will not lose funds and the loans will be paid back within five years. Mr. Arnett stated that we need the funding and a financing bill now making its way through the House. It is very crucial to the acceleration of the freeway completion. Mr. Arnett stated that we need to assist in the passing of this bill by showing support. Mr. Arnett indicated that the key to completing our projects is legislation.

Mr. Gawlitta stated that he supports Mayor Turner's comments on SR 85. He indicated that many truckers bypass Phoenix by using SR 85, increasing traffic and safety concerns. Mr. Gawlitta stated that there are plans for an airport to be built in this area, further increasing traffic. He commented that the time frame for completion is too far out. Mr. Gawlitta stated that financing is important to completing the freeway system. He mentioned that optioning property is a good way to keep right-of-way costs down. Mr. Gawlitta expressed concern that the Red Mountain and Santan would relieve congestion on the Superstition.

Vice Mayor Sandra Reagan expressed support for Mayor Turner's comments on SR 85. She stated that the Goldwater Range is important to Luke Air Force Base.

Chairman Giuliano thanked the members for their comments. He stated that the Regional Council would vote on the overall plan and acceleration in March. Chairman Giuliano asked if there were any questions.

Chairman Giuliano stated that he would be helping to lead a Coalition of Civic Leaders to Israel in March and one of the Executive Committee members would chair the meeting. Chairman Giuliano announced that a

progressive dinner in Suite 300 upstairs would be held for the members of the Regional Council and their staff who have confirmed their dinner reservations.

There being no further business, the meeting was adjourned at 6:45 p.m.

Chairman

Secretary